

Congress of the United States
Washington, DC 20515

July 14, 2021

The Honorable Nancy Pelosi
Speaker
U.S. House of Representatives
Washington, DC 20515

The Honorable Charles Schumer
Majority Leader
U.S. Senate
Washington, DC 20510

The Honorable Kevin McCarthy
Republican Leader
U.S. House of Representatives
Washington, DC 20515

The Honorable Mitch McConnell
Republican Leader
U.S. Senate
Washington, DC 20510

Dear Speaker Pelosi, Leader Schumer, Leader McCarthy, Leader McConnell,

As you continue to work on provisions for inclusion in the Bipartisan Infrastructure Framework, we respectfully request the inclusion of Complete Streets principles to improve safety for all users on our nation's roads.

Complete Streets refers to roads and streets that are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders across a broad spectrum of ages and abilities. Complete Streets are generally easy to cross on foot, facilitate the use of assisted devices and enable people to reach multiple destinations without getting into a car. They allow buses to run on time and make it safe for people to walk or roll to and from transit stations. Complete Streets represent sound stewardship of federal taxpayer resources compared to expanding the traditional, resource-hungry roads of the past. Complete Streets also foster economic development in the places where they are implemented by encouraging people to conduct business in their neighborhoods and support local entrepreneurs.

It is especially important to prioritize Complete Streets as we are facing a national safety crisis, with a disproportionate impact on Black and brown populations and in low-income communities. Over the past decade, this country has seen a dramatic increase in the number of Americans killed while walking. Between 2010 and 2019, pedestrian fatalities increased 45%, an increase of 10% from 35.4% between 2008 and 2017. In that same timeframe, Black people were struck and killed by drivers at an 82% higher rate than white, non-Hispanic Americans and that number climbs to 221% for American Indian and Alaska Native people. This not only has grave effects on our safety, but also on our economy and health. Safe streets support local economic activity and job creation, while also enabling Americans to travel using active, low emission transportation, such as walking, cycling, or riding transit.

Another impactful element of Complete Streets is incorporating managed bus lanes into street design, which improves the reliability and convenience of public transportation while reducing congestion on our streets. Managed bus lanes play a crucial role in addressing transportation deserts, and the Investing in a New Vision for the Environment and Surface Transportation in America (INVEST in

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America) Act would authorize \$1 billion in grants to implement better bus systems. Increasing transit services like express lanes will connect communities to jobs and essential destinations, improve mobility and expand affordable transportation options in historically marginalized communities, and enhance high-quality bus service to community colleges and Minority Serving Institutions, including Historically Black Colleges and Universities.

While we were disappointed to see that the Complete Streets Act (H.R. 1289, S. 425) was not included in its entirety in either chamber's surface transportation reauthorization, we were still encouraged by both Committees' commitment to advancing Complete Streets principles. We applauded the inclusion of Complete Streets principles in the INVEST in Act, such as the Vision Zero and Complete Streets Prioritization Plan funding and the inclusion of Complete Streets as eligible projects in the Active Connected Transportation grant program. We also appreciated the Senate Committee on Environment and Public Works' (EPW) inclusion of a 2.5% set aside of highway planning money for either the adoption of Complete Streets standards and policies, the development of a Complete Streets prioritization plan, active and mass transportation planning, regional and megaregional planning to address travel demand through alternatives to highway travel, or transit-oriented development planning in the Surface Transportation Reauthorization Act of 2021. We believe these are critical steps in the right direction in reshaping how we can incentivize localities to adopt Complete Streets politics and create safe streets projects.

All Americans deserve the freedom to move safely. Luckily, we have the solutions to build safer streets now. We just need policies to make sure we implement these solutions. As you continue to negotiate provisions for inclusion in the Bipartisan Infrastructure Framework, we believe it is critically important to ensure that Complete Streets principles are included to help advance equitable and safe transportation solutions for road users of all ages and abilities.

We appreciate your attention to this critical issue and look forward to working together to advance equitable and sustainable transportation solutions that take into account the vulnerability of all road users.

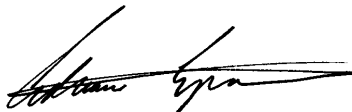
Sincerely,



Steve Cohen
Member of Congress



Edward J. Markey
United States Senator



Adriano Espaillat
Member of Congress



Ruben Gallego
Member of Congress

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Jake Auchincloss
Member of Congress



Kirsten Gillibrand
United States Senator



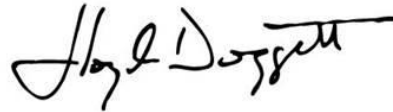
Earl Blumenauer
Member of Congress



Lisa Blunt Rochester
Member of Congress

/s/

André Carson
Member of Congress



Lloyd Doggett
Member of Congress



Jesús G. "Chuy" García
Member of Congress



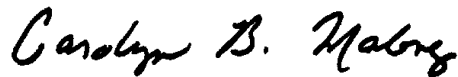
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